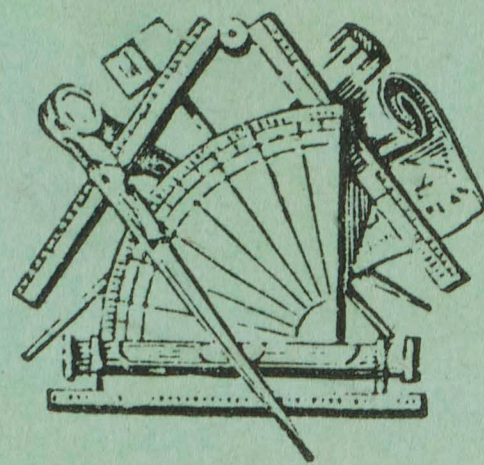
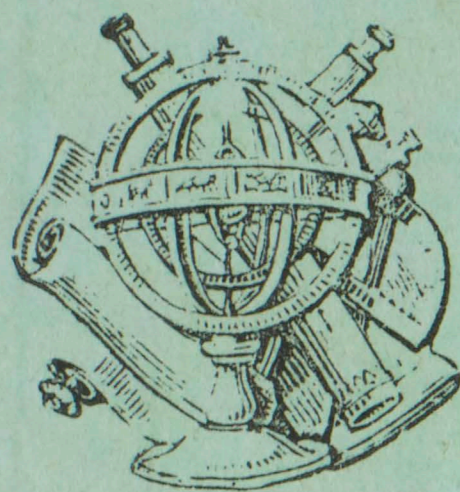


JOHN KEHEW,



IMPORTER AND MANUFACTURER,

No. 69 North Water St., New Bedford,

Has constantly on hand a large assortment of every description of

NAUTICAL INSTRUMENTS,

Warranted SEXTANTS, QUADRANTS, SPY-GLASSES and BAROMETERS, from the most celebrated English and American Manufacturers; ANEROID

BAROMETERS, FRENCH TELESCOPES and MASTHEAD GLASSES;

TRANSPARENT, BINNACLE, STORM, CABIN and BOAT

COMPASSES; LOG GLASSES, etc., with

CHARTS of all parts of the world visited by Whalemén, (as good an assortment for Whalemén as can be found in this country,) and every description of

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MR. KEHEW will give his personal superintendence to the repairs of all kinds of Navigation Instruments and all work done in his shop will be warranted.

Every Instrument sold by J. K. will be carefully adjusted before delivery, and warranted to the purchaser if required. Experimental information given when desired, in the adjustment of the Sextant.

$$\begin{array}{r} 44 \\ \hline 3 \overline{) 13248} \\ \underline{9} \\ 44 \\ \underline{33} \\ 99 \\ \underline{99} \\ 0 \end{array}$$

7208
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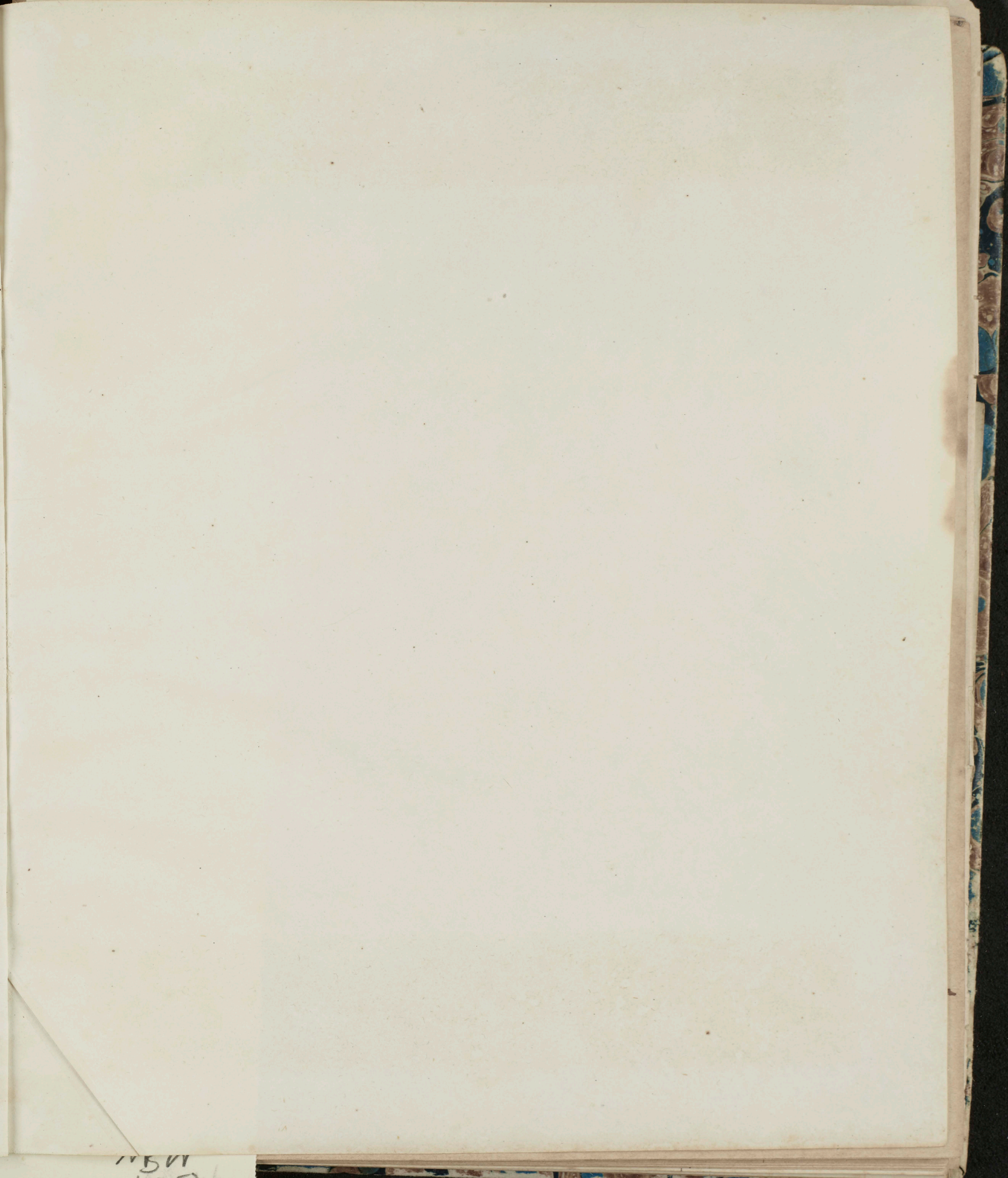
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$\frac{02 \cdot 0}{1860} = .011$

May

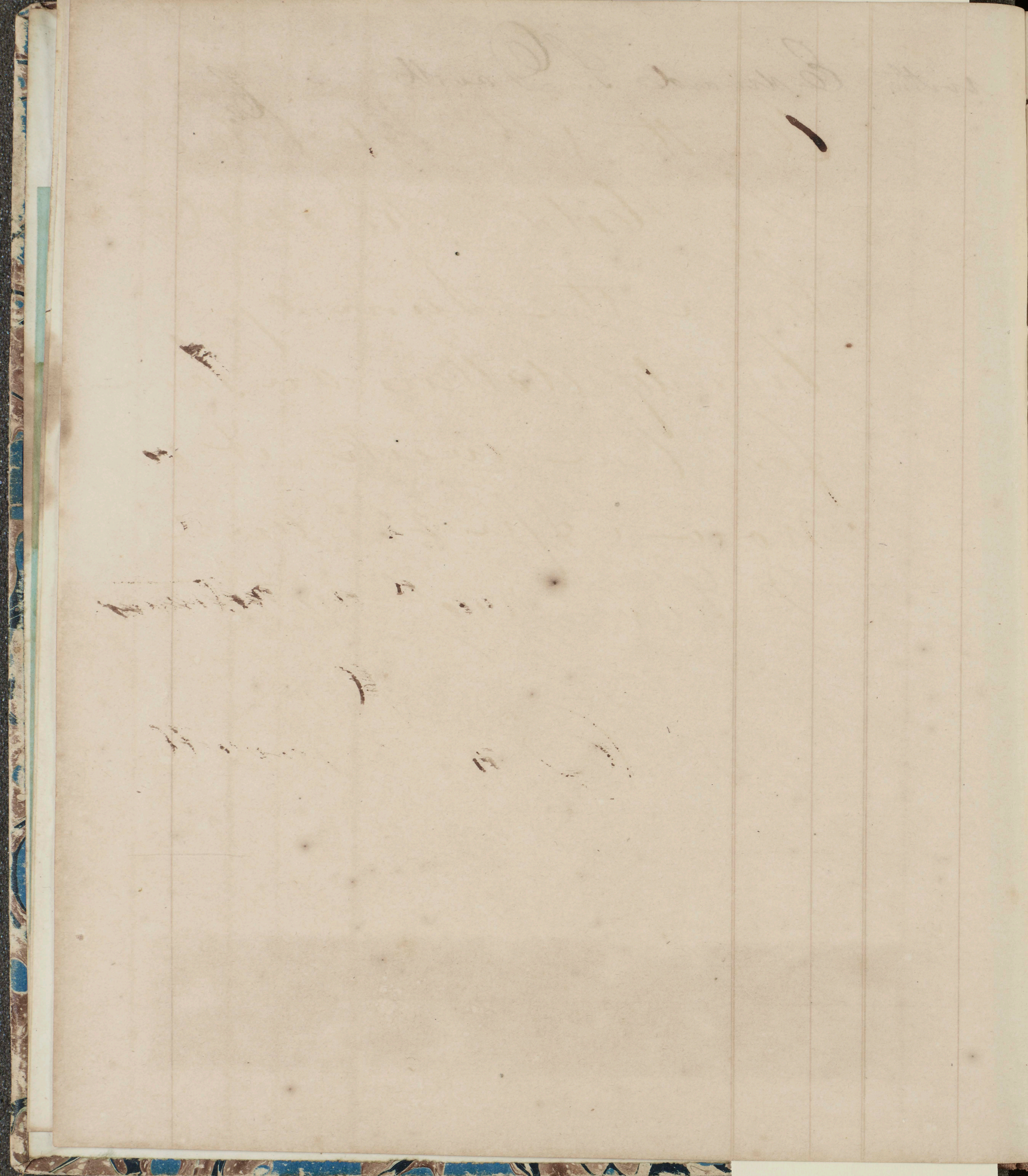
March 28th

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with Edwards J. Davoll

62



In

On the 8th Feb 1860
Ld Holden Russell
have the sum of
twenty dollars on loan
for one week, it is
now Apr 23^d and
I have rec^d no returns.

J. Davoll

On the 8th Nov 1868

My Mother

I have the honor to

acknowledge the receipt of

your letter of the 2nd inst.

and in reply to inform you

that the same has been

forwarded to the proper

authorities for their

consideration.

I am, Sir, very respectfully,

Yours obedient servant,

J. H. [Signature]

A Standing Bounty, for the Voyage.

Look Sharp!! Look Sharp aloft!!!

Everybody have their pealed. Look Sharp
and sing out for Everything you see.
No matter what it may be but sing
out for it, White Water, Spouts, Blackkin,
&c &c &c. however small it may be I want to
know of it at once. So as not to pass any
thing without being perfectly satisfied myself
what it is.

1. Look at the ...
2. Look at the ...

A. The ...
B. The ...

C. The ...
D. The ...

Bounty Bounty

You who want Money
will please bear in mind
that a Standing Bounty
of ten Dollars for every
One hundred barrels of Sp
Oil Stowed down on the Voyage
will be rewarded to the man
who first Sings out for the whales
& reports the same to the Deck, and
in same proportion for smaller
quantities.

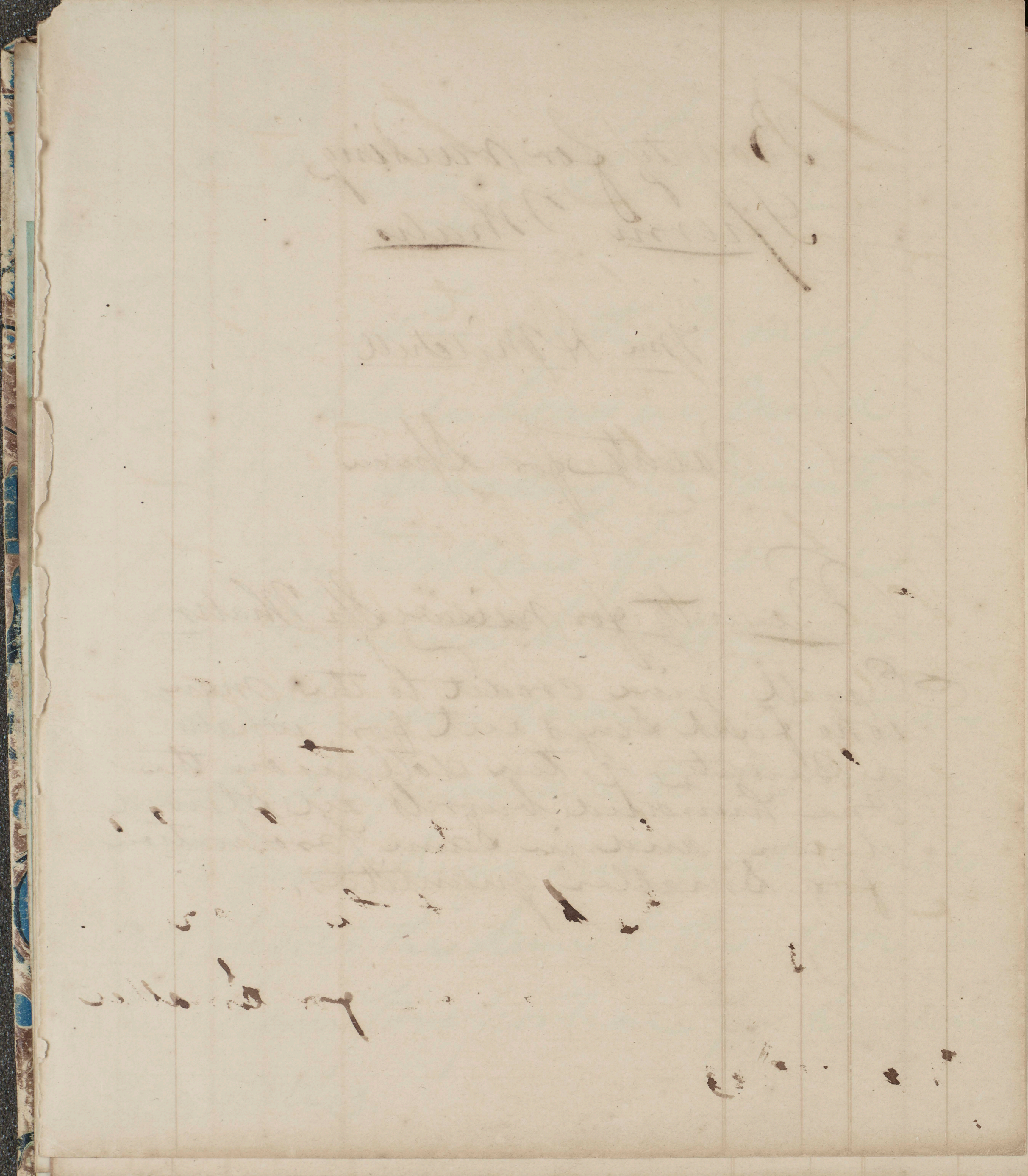
Bounty for raising
Sperm Whales

Wm H Mitchell

Bounty for Sperm

Bounty for raising Sp Whales

I will give credit to the man
who fish sings out for whales
a Bounty of ten dollars on the
One hundred barrels oil stowed
down and in same proportion
for smaller quantities.





Bounty for raising
S. D. Howell
New Bedford

Bounty for raising S. D. Howell

2

1840

1841

1842

1843

1844

1845

1846

For Walter's copy.

King's House, Woking, Surrey, close to the station.

Signals For Sperm Whales

Flag up at Main. For Whales up.

Flag $\frac{1}{2}$ Mast at Main. Whales close to the Ship.

Flag up & down at Main. More Whales in sight.

Flag up Forward

Sperm Whaling Signals

A Flag Chock up at the Main. Whales are up
A Flag Half Mast at the Main.

Sperm Whaling Signals

Whales up. Hoist a Flag at the Main
Whales Ahead. Run a Flag up & down

Monday December 12th

First part fine
breezes from WSW standing on
opposite tacks working into
the Port of New York with a
Branch Pilot on board at
6 P.M. were nearly up to the
light Ship. At 9 P.M. anchored
in the bar on account of head
wind.



Capt H. W. Swift

Care of David Ogden Esq

J. H. & M. Rasmussen

Care of J. Maurice Smith

Saturday December 11th 1859

First part winds moderate from
N W heading N. N. E under all
Sail At 3¹/₂ P. M. wind hauled to
S W steered N by E. At 6 P. M. steered
N. N. E. At 7 steered N E by N. at
11 made a fixed light which
we called Great Egg Harbor, sounded
& had 17 fathoms. steered N E & N E
by N¹/₂ til we struck 20 fathoms
then hauled up N. N. E at 3¹/₂
A. M. made a flash light
stood in til we struck 15 fath-
oms. then run off N. N. E. took
in Sail to close reefed I. Sails
& Reefed Sprinker. at 5 A. M.
hauled up (having the wind
from W N W blowing a gale) by
the wind. Saw a Ship and
a Schooner standing N. wards.
Latter part heavy gale, from ~~N. W~~ W
heading N. N. E. Saw two Ships
& a Schooner. So Ends

Lat By Obs 39. 56 North
Long " Choc 74. 00 West

Sunday December 11th

First part Strong
gale from NW by W heading NNE
under close reefed J. Sails. At 2 P.M.
wore ship to SW by W & took in the
J. J. Sails Middle part more mild
At 11 1/2 P.M. set J. J. Sails & Spraker
at 4 A.M. were in 23 fathoms of
water wore ship to SWward. at
5 began to increase sail by degrees
until we got everything on the
ship. At 6 1/2 tacked to N by E
wind from NW by W at 8 A.M.
wind from W heading NNE
at 9 headed NW by N. at 11
took a Pilot. So Ends. heading
From NW by W to NW by N. the
Highlands bearing N. N.W.

Thursday December 8th

First part fresh
breezes from S by W & S S W. steering
N by E under topsails. Courses up
Depth of water 22 fathoms at the
Commencement of the day. Grey sand,
at 2 P.M. had 18 fathoms. at 3 were
in 15 1/2 braced up & hauled by the wind
E by S 1/2 S. At 4 P.M. double reefed
the Sails. & Reefed the F. Sail as the weather
looked threatening in the N.W. at 5
the fog cleared away for a few moments
but came on again. had 17 fathoms
Middle part strong gale from North
byading N N.W. at 8 P.M. took in Sail
& close reefed Main & Mizzen. Sails
& F. Sail. at 12 were Ship off shore
at 4 A.M. were in shore. Latter
the same saw two sails to windward
at noon were in 18 fathoms water
were Ship off shore.

Do Ende.

Supposed Lat 39.00

Friday December 9th

First part strong gales
from N heading E & E under close
reefed Main. Mizzen & sails reefed
~~Main sail~~ F. sail & whole M. sail
at 4 P.M. reefed the Mainsail
at 6 wore ship to N. N. W. Middle
part blowed heavy til 11 P.M. when
it moderated. passed several ships
steering South. at 12 O'clock wore in
17 fathoms water wore ship to
E. N. E. at 7 A.M. fine weather wore
in 23 fathoms water. wore ship to
W. N. W. & made all sail had very
light winds from N N W & N N W. Saw
one sail. Hugh Biggins getting
along nicely. So Endr. Ship in
22 fathoms water.

Lat By Obs 38. 23 North
Long " " 74. 28 West

Solomon Jones. Very Sick.
passes nothing but blood
from his bowels & raises
fresh blood from his lungs
or stomach. I think he can't
live alone. He belongs to
Norfolk. Virginia.

No Observations.

Spun in case of a sudden change
at 3 P.M. passed a steam Steamer
Southward. Saw several Sails. At
7 A.M. nearly calm. Middle part
calm & hard rain. At 5 A.M. took
a light breeze from N.N.E. stood to
Eastward til 7 A.M. stood N.W. til
10. Sounded. 23 fathoms grey sand.
from 10. to 12 stood E.W. Sounded
again in 25 fathoms. Foggy from 8 A.M.
to noon. So Ends without Observations.

Tuesday November 6th

First part fresh breeze from N.E. by N
heading E by S. under topsails & Courses
at 2 P.M. got bottom 33 fathoms tacked
to N. made at 3 1/2 a steam passed
steering N.N.E. At 6 P.M. double
reefed and wore ship to Eastward
Middle part foggy stood off shore til
M.N. then tacked & stood in heading
N by E & N.N.E. found bottom from 30
to 28 fathoms. Latter part foggy at
6 1/2 A.M. set whole topsails & Courses
Saw a sail at 10 A.M. got bottom
25 fathoms. At Noon were in 23
fathoms. Bearded Sch Eugene from Boston
5 days for Norfolk. The Capt states that
Cape Henlopen bears N.N.W. 60 miles
So Ends. No Observations

Solomon Jones remains
very low. See no chance
for him to exist long.
James Kelly getting along
nicely. Hugh Higgins not
passed danger

At 6 P.M. Solomon
Jones breathed his last

Cause of death

Dysentery

Aged 31 years. belongs
to Norfolk, Virginia.

Wednesday December 7th

First part calm
with thick & foggy weather, laying in 20
fathoms water. Bottom Red & Yellow
pebbles. At 6 P.M. Solomon Jones died
At 8 we committed his body to the
deep, fearing to keep him on account
of his stench. Previous to burial read
the Ninetieth Chapter of Psalms. took
a fine breeze from S.E. steared N.E. $\frac{1}{2}$ N.
at 10 were in 17 fathoms water.
At 2 A.M. were in 25 fathoms steared
N.E. $\frac{1}{2}$ N. til 6 A.M. from 6 to 8 N.N.E. from
8 to 12 N.E. wind from S.E. to S.W. thick
& foggy. judge the ship to be about
10 miles South of Barnagate being in
22 fathoms water Grey Sand. So Ends.

Got no Observations

Lat By Acct 39. 30 North
Long " Do 74. 00 West

Friday December 2^d 1859

No Observations

First part fine breezes from S.W. & steering N. Middle part fresh breezes from S. at 10 $\frac{1}{2}$ P.M. made Cape Hatteras & 5 fathom bank lights. Sounded & got bottom in 30 fathoms water hauled off shore till 12 O'clock then steared N by E. Latter part moderate winds from S. & foggy steering N & N by E. at the end Sounded & got bottom in 45 fathoms water. Grey Sand. Saw two Sails. So Ends.

Lat By Acc 36.08 North
Long " Do 74.40 West
" " Chm 74.40

Saturday Dec 3^d

No Observations

First part fine breezes from S by E & S. by W. steering N by E. Bent Cables Middle part fine till 3 A.M. when the wind came out & in a squall. Called up all hands & put the ship under close reefed topsails & furled. Courses. heading off shore Eastward. Latter strong gales from N.W.E. at 10 $\frac{1}{2}$ A.M. set reefed courses. at 11 $\frac{1}{2}$ wore ship to N.W. So Ends. No Observations.

Lat By Acc 37.40 N
Long " Do 73.50 W

Sunday December 4th

First part strong gales from N.N.E & N.E by E heading N by N & N.N.W. thick weather & light rain. Carrying close reefs & courses at 3 1/2 P.M. Sounded but found no bottom with 45 fathoms line. At 8 Sounded again & got bottom in 35 fathoms. Grey sand. wore ship & stood off shore S.E. by E. At 3 A.M. wore ship again with light airs from E.N.E. set Spanker & F.S. M.S. Sail the weather remaining unsettled. Latter part took fresh breezes from S.S.E at 8 1/2 A.M. veered to S.W. saw 4 sails steared from N by E to N by W at 10 A.M. Sounded. got bottom in 45 fathoms. At 11 got bottom 40 fathoms. at 12 got bottom 35 fathoms. Saw several sails S. by E.

Monday Dec 4th

First part thick with winds from N. S.W. & W. Stearing N.N.W. Sounded every hour at 6 P.M. wore in 18 fathoms water. nearly calm. Took in M. Sail. light Sail. & close reefed the Mizzen J. Sail so as to have the ship

Sat By week
Sail " D.O.

Sunday Nov 27th

First part light air
from N.N.E heading N.W. Middle
and latter part light air & calm So Ends

Lat By Obs 36.54 North

Long " Obs 71.38 West. V

" " " 71.44 " A

Salomon Jones
complained with
severe pain in
the Back & loins

Monday Nov 28th

First part calm Middle
Calm till 2 A.M. then took a gentle
breeze from S.W. steared N. Latter fine
breezes from S.W. by W steared N by W. at
9 A.M. Spoke Brig Pizaro of 4 or 5
days from New York for Mobile. So Ends

Lat By Obs 37.49 N

Long " Obs 72.00 W

Tuesday Nov 29th

First part fresh
breezes from ~~N.N.W~~ N & W by N steering
N.N.W. & N by W. Middle part strong
breezes till 3 A.M. from W & W by S. then it changed
in a squall to N. stood to N.N.W. Latter
part moderate heading N.N.W. So Ends.

Lat By Obs 29.29 North

Long " Obs 72.46 West. V

" " " 73.00 " A

" " " 73.00 " —

Wednesday Nov ^{30th}
~~29th~~

First part moderate
winds from N heading N.N.W. at 2 1/2
P.M. had fresh breezes NE by E. Steamed
N.N.W. Middle part fine breezes from
NE by E & E.N.E. Latter fine breezes from
SE Steaming N.N.W. saw a Herm. Brig
steaming S.W. & a large double topsail
ship standing by the wind E.N.E. S. Ends.

Lat By Obs 31.32 North
Long " Cho 73.43 West

Thursday Dec 1st

First part fine breezes
from S.E. steaming N.N.W. at 4 P.M.
steamed off N.W. 1/2 W fearing we might
take a North Wester soon. Everything
looking so in the North West. Middle
& Latter part fine breezes from S.W. Steaming
N.W. S. Ends.

Lat By Obs 33.31 North
Long " Cho 75.00 West. V.
" " " 75.30 " A

1859

Tuesday Nov 22nd

First part fine
trades from E by N. Stearing West
Middle & Latter part the same.
During the night a great commotion
amongst the strange passengers.
Cause unknown. So Ends

Lat by Obs 24.05 North
Long " Obs 63.00 West. V.
" " " 63.13 " A.

Wednesday Nov 23rd

First part fine
trades from E by S. Stearing W by N
Middle part the same Latter
steared N. N. W. passed a Bark
steering S W. So Ends.

Lat by Obs 24.23 N
Long " Obs 65.16 W. V
" " " 65.31 " A

Thursday Nov 24th

First part light
airs from E steering W. N. W Middle the same
Latter Squally & wind from N to N W passed a
Schooner steering South So Ends.

Lat by Obs 24.55 N
Long " Obs 66.58 W. V
" " " 67.10 W. A

Friday Nov 25th

First part fresh breeze
from NNE heading NW by the wind
Middle & Latter part strong gale took
in the light sails. wind from N to NNE
heading NW wind by the wind. Saw one
Sail So Ends

Lat By Obs 25.33 North
Long " Obs 69.10 West, V.
" " " 69.27 " A.

Saturday Nov 26th

First part strong gale
from N by E & NNE heading by the wind
NW under main J. Sails & Course. Middle
part moderating made sail. Latter
fine weather & light winds from NNE
heading NW under all sail So, Ends.

Lat By Obs 26.41 North
Long " Obs 71.00 West, V
" " " 71.17 West, A

1859

Wednesday Nov-16th

First part moderate winds from E.S.E. & S.E. Steaming W. Middle part light airs. Latter fine trade from E.N.E. Steaming W by N. Saw a Sail So Ends.

Lat by Obs 25. 18 North
Long by Obs 46. 21 West V.
" " 46. 34 " A.

Hugh. Biggs and
James Kelly were
sitting with
pains in the back
& head

Thursday Nov-17th

First part fine trades from E.N.E. Steaming W by N¹/₂ N under all sail. Middle & Latter part Strong trades. at 7 A.M. Saw a large Steam Ship Steaming W by S. So Ends.

Lat by Obs 25. 18 North
Long by Obs 49. 37 West. V.
" " 49. 52 West. A.

Friday Nov-18th

All these 24 hours fine trades from E.N.E. Steaming W by N¹/₂ N. So Ends

Lat by Obs 25. 44 North
Long by Obs 52. 52 West. V.
" " 53. 04 West. A.

Saturday Nov 19th

First part fine
trades from E by N steering W by N.
Middle part squally & rainy. Latter
the same with winds from E by South
steamed W & W by S. Saw one sail
So Ends.

Lat by Obs 25. 46 North
Long " Chs 55. 27 West. V.
" " " 55. 40 West. A.

Hugh Bissin
& James Kelly
began to break
out on the face
of cheek

Sunday Nov 20th

First part fine
trades from E by S steering W by South
Middle & Latter part the same So
Ends.

Lat by Obs 24. 54 North
Long " Chs 57. 41 West. V.
" " " 57. 48 " A.

Monday Nov 21st

First part fine trades
from E steering W. Middle & Latter
the same. So Ends.

Lat by Obs 24. 31 North
Long " Chs 60. 18 West. V.
" " " 60. 31 Do. A.

1839

Thursday Nov 10th

First part strong gales from N. N. W. standing by the wind S. W. under double reefs & courses. Middle part part growing mild. Latter the same heading from SSW to W. S. W. S. E. ends

Lat by Obs 29. 25 North
Long " 33. 30 West

Discovered that
Ellis Bussey had
a breaking out on
the face & chest.

Friday Nov 11th

First part fine breezes from N. W. heading N. S. W. under all sail. Middle part fine. passed a ship standing Southward. Latter fine fitted a Bowsprit rigging & $\frac{1}{2}$ An Ant up M. Royal yard & sail S. E. ends

Lat by Obs 28. 24 North
Long " 35. 12 West

Saturday Nov 12th

First part fine breezes from E. N. E. steering West. Middle part fine. Latter the same. Set up Fore rigging S. E. ends.

Lat by Obs 27. 40 North
Long " 37. 13 West

1859-

Sunday Nov 13th

First part moderate winds from ESE & SE Steaming W. Middle part light air. Latter the same Saw a sail So Ends.

Lat by Obs 27.03 North
Long " Obs 38.44 West

Monday Nov 14th

First part fine breeze from ENE Steaming W. Middle and Latter part the same. So Ends

Lat by Obs 26.30 North
Long " Obs 40.24 West - W.
" " " 40.38 West - N.

Tuesday Nov 15th

First part fine trade from E. N.E Steaming W. Middle part squally with rain. Latter fine So Ends

Lat by Obs 25.41 North
Long " Obs 42.59 West W.
" " " 43.16 West N.

1859

Saturday Nov 5th

First part heavy gales from
N. S. W. heading N. W. under close reefs &
Courses. At 5 P. M. wore Ship to N. S. W. with
wind from N. W. Middle & Latter part
the same. Saw a large Ship steering for
Fajal. So Ends

No Observations

Sunday Nov 6th

First part heavy gale from
N. N. W. heading S. W. under close reefed
Main & Mizzen & Sails & Storm Staysails
Middle & Latter part moderating. Made
Sail by degrees. Saw a Bark standing to
N. E. So Ends

Lat by Obs — 36.07 North
Long " Obs 29.59 West

Monday Nov 7th

First part fresh breezes
from N. & N. S. W. heading Southwards by
the wind under all Sail. Middle part
wind hauled to N. E. steered N. S. W.
Latter wind from E. N. E. steered N. by S.
So Ends.

Lat by Obs 34.03 North

Ellis Bussey was taken
Sick with headach and
Pains in the back and
Nassau.

Tuesday Nov 8th

First part fresh gales
from ENE steering W. At 4 P.M. passed
a Bark with painted ports standing by
the wind to Northward. Middle part
fine, with wind from NE. Latter
Moderate winds from NNE & NW
heading by the wind to Westward. Passed
two Sails steering NE. So Ends.

Lat by Obs 33.04 North
Long by Obs 30.28 West

Wednesday Nov 9th

First part light air
from NW & fine weather. Standing
by the wind to Westward under all
Sail. At 3 P.M. Exchanged signals
with an English Bark standing to
NE. Middle part strong blazes.
Latter a gale from W. heading
S.S.W under double reefs and
Courses So Ends.

Lat by Obs 31.11 North
Long by Obs 31.08 West

Number of Individuals On board Ship
Atlantic when leaving Fayal Nov 3rd 1859

Consular Men including One Prisoner & one Witness	43
Steorage Passengers	29
Cabin D ^o	2
Officers & Crew	18
Total	<u>92</u>

Journal of Voyage from Fayal. Azores. to
on board Ship Atlantic.
By E. J. Davoll.

Sea ack.

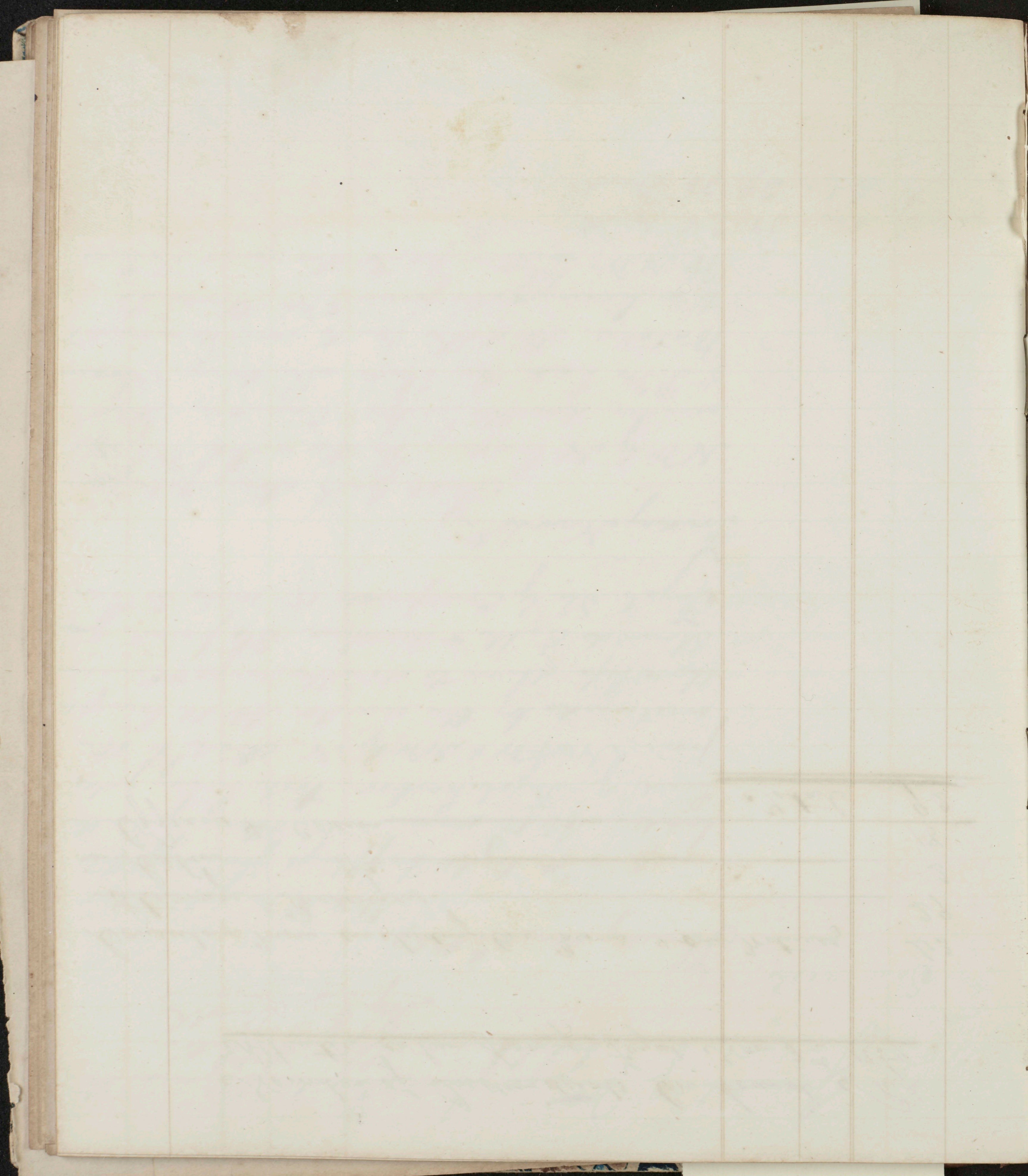
Thursday Nov 3^d 1859.

At 8 A.M. got under
weigh with light buffings from off the
land. At 10 were out clear of South
Head of Fayal harbor. Took heavy gales
from N.N.W. & N.W. by E. stood to the
westwards by the winds. At 11. brought
the ship down to double reefs & Courses
Stowed Cable & Anchors. S.E. point of
Fayal S.E. by Compass 15 miles S. End.

Friday Nov 4th.

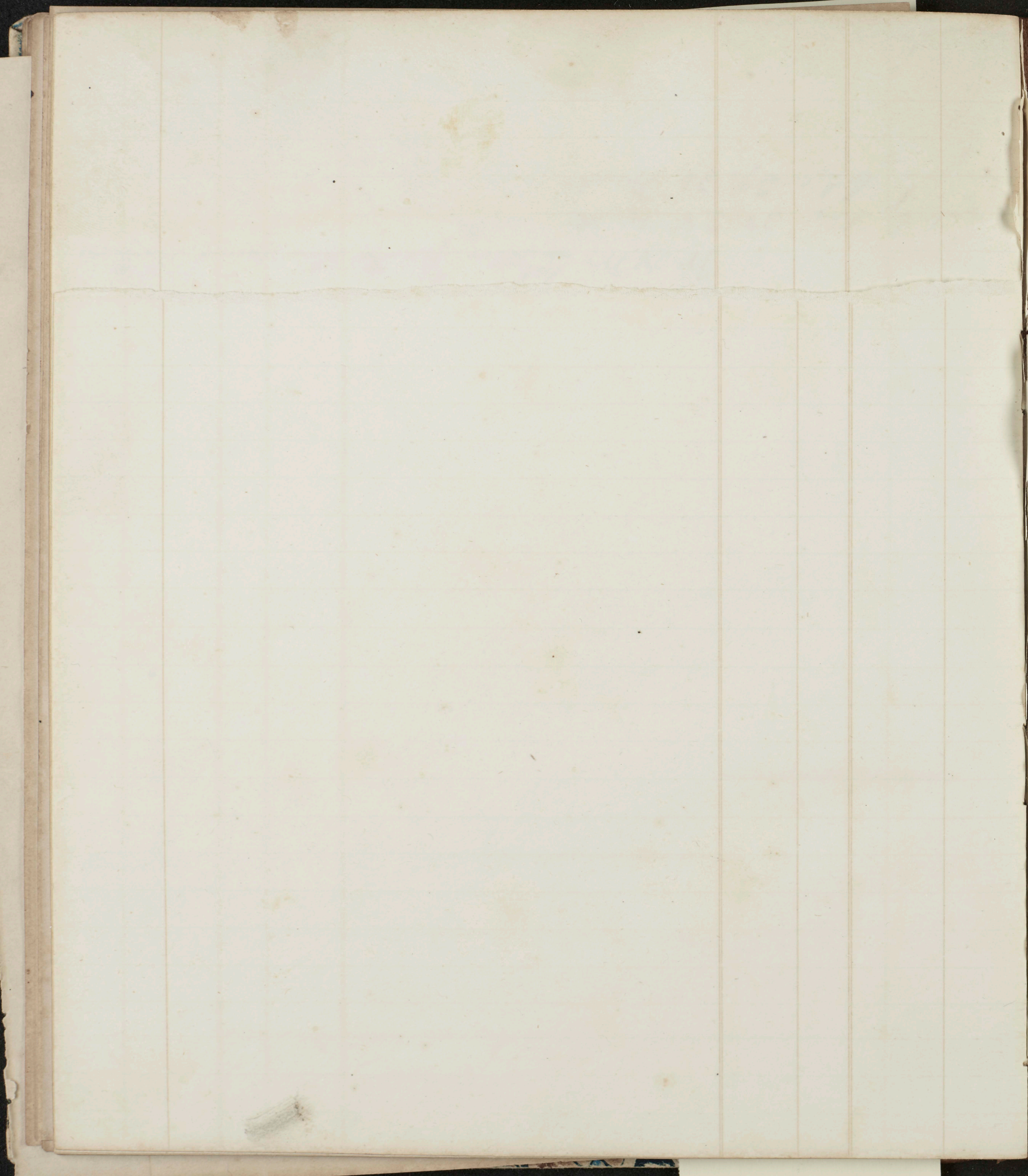
First part strong gales from
N.W. by E. heading by the wind N.W. by E
under double reefs & Courses. At
5 P.M. had the ship all snug. Chose
Watches. Middle part wind increased
to a heavy gale from S.W. stood to
N.N.W. Latter part the same. S. End

Lat by obs 38.28 North
Long " " 29.30 West



NBW #18526

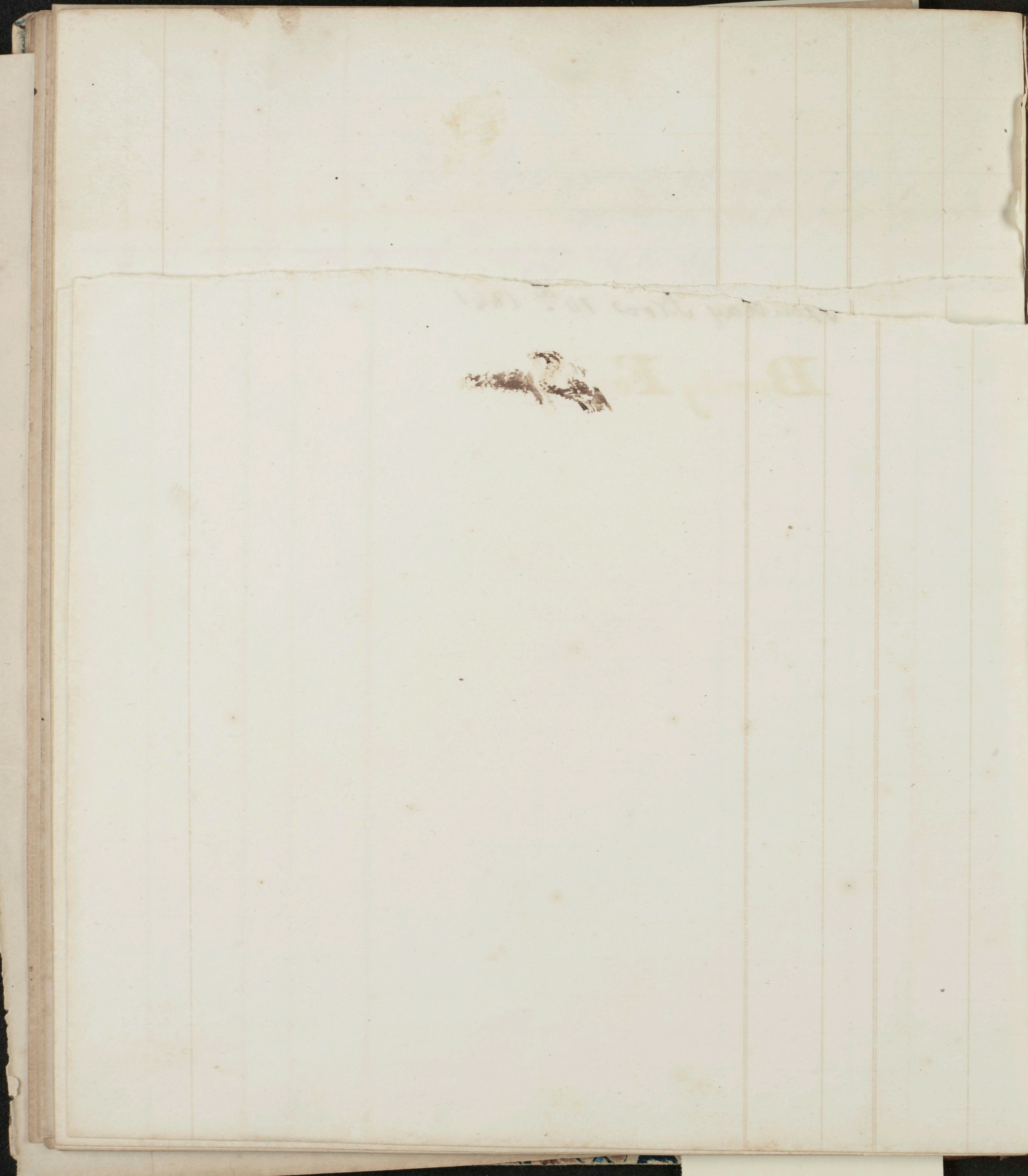
Bt for House Keeping
ction.



NBW #18526

Bt for House Keeping
ction.

Sunday Nov 10th 1861



NBW #18526

But for House Keeping
ction.

4

Bounty For Sperm

Bought For 2

NBW #18526

Bt for House Keeping
ation.

Bounty for Raising Sperm Whales

Boston For 2

NBW #18526

Bot for House Keeping
ation.

Bounty for Raising Sperm Whales

Bounty Bounty

Receipt for the sum of

Twenty Dollars

NBW #18526

Bt for House Keeping

ction.

Account of the Building of the new Market
by
J. H. [unclear]

NBW #18526

Bt for House Keeping

ctiou.

Tuesday Nov 26th

Laying at anchor at
St Georges. Employed blacking iron work,
at 4 P.M. ~~which was finished~~ furled
sails. during the night. Solomon Jones.
& Thomas Gardener left the Sch taking with
them all their clothing. So Ende at anchor.
with. Robert Williams, David Mendall
Wm Robinson. Prentice M. Pearce. John
Joy, James Kelly, Robert Wallace. George
Eaton. Solomon Jones and Tho^d Gardener.
~~absent.~~

Bar for House Keeping

NBM #1526

Wednesday Nov 27th

Laying at anchor
at St Georges. Employed cleaning Stanchions.
At 3 P.M. Capt Daboll gave me a written
order to go on Shore and order Every man
immediately on board who have absented
themselves from the Schooner. Which order I
obeyed. I Saw them all Except David
Mendall who I could not find and
ordered them on board all of which
refused. I then returned on board. took
up the boat & cleared up the decks.

Saturday Nov 23^d 1861

Laying at anchor
at St Georges. Weather fine. Employed
drying sails & scraping down the masts
Sol Edwards at anchor. with Robert Williams
David Mundall. Wm Robinson, and Prentice
M. Bourse still absent.

Sunday Nov 24th

Laying at anchor at
St Georges. Weather Squally & rainy. all
on board Except Robert Williams, David
Mundall, Wm Robinson and Prentice
M. Bourse who have been absent as
above stated.

Bar for House Keeping

NBM #1526

Monday Nov 25th

Laying at anchor at
St George. Weather fine. Loosed and
dried Sails. Employed Blacking iron
work. So ended at anchor with Robert
Williams, David Mendall, Mr Robinson,
and Prentice, M. Scarre. Still absent. At
8 O. clock A. M. John Joy, James Kelly,
Robert Wallace, and Geo Eaton, left the
Schooner in a shore boat without leave.

Thursday Nov 21 th

Laying alongside
the Brig "Princess Royal" waiting for
an opportunity to haul off into the
stream. At 8 A. M. David Mendall (the
2^d Officer) refused to do any more duty
in the presence of Captain Davoll. Took
his things & went on board the "Princess
Royal". At 10 P. M. Robinson (Boatsteamer)
went on shore. So Ends, with David
Mendall, Wm Robinson and Robt Williams
absent.

as about

show.

Bar for House Keeping

NBM #17526

Friday Nov 22nd

Laying along side the
Brig "Princess Royal" waiting for an
opportunity to haul off into the Stream
At 10 A.M. fine weather, Hauled off
& anchored. Loosed & dried the
Sails. Prentice, W. Bearse absented himself
without leave. So Ends at anchor with
Robert Williams. David Mendall. Wm
Robinson and Prentice W. Bearse absent, the
The Captain gave orders for no boat to
leave the vessel at any time without
his consent.

Sunday Nov 17th 1861

Laying at anchor
at St Georges. with two anchors down
blowing strong from the Westward. The
Cook (Robt Williams) still on shore. So Ends
laying at anchor.

Monday Nov 18th

Laying at anchor at
St Georges. with two anchors down. winds
strong the westward. part of the crew
on shore. The latter part Hauled
along side British Brig "Princess Royal"
and commenced discharging as to be
shipped home by the said Brig So Ends
The Cook (Robt Williams) still on shore.

an about

shore.

Part for House Keeping

NBM#1526

Tuesday Nov 19th 1861

Laying alongside
the British Brig "Princess Royal" discharging
our oil. Squally & rainy. So Ends.
The Cook (Robert Williams) still on shore.

Wednesday Nov 20th

Laying alongside
the Brig Princess Royal. Finished
discharging our oil & prepared for
hauling off into the stream again. The
weather very squally & rainy. So Ends
The Cook (~~Robert Williams~~) (Robert Williams)
still on shore.

Tuesday Nov 12th 1861

Commences with fine weather. At 3 P.M. Larboard watch went on shore, Middle part Stood Anchor watches. Latter part Starboard watch on shore. So Ends. at anchor.

Wednesday Nov 13th

Commences with fine weather Lying at anchor at St Georges six of our crew on board Bark Louisa Bliss at work, and some on shore. The rest fitting the Rattings. So Ends.

Thursday Nov 14th

Lying at anchor at St Georges with part of our crew on board Bark Louisa Bliss at work. The rest on board. So Ends.

Bar for House Keeping

NBM#1526

Friday Nov 15th

Laying at anchor at St Georges
blowing strong from the westward
6 of the crew at work on board
Bark Larissa Bliss. So ends blowing
fresh.

Saturday Nov 16th

Laying at anchor at
St Georges. blowing strong from the
Westward. At 1st P.M. gave the
Port anchor more chain and
dropped the Starboard anchor. So
ends with both anchors down.
The Cook (Robert Williams) on shore
without leave.

NBM #12526

Part for House Keeping

show.

an Boat
the State

@ 44

19

34

Remarks on board Sch Palmyra.

Sunday Nov 10th 1861.

Commences with light winds & Calms. Middle part light breezes from S. Stearing N. Latter part the same. At 11 A.M. Saw Bermuda light bearing N. N. E. So Ends Stearing for it.

Lat 32.04 N

Long By Chron 64.56 W

Monday Nov 11th 1861.

Commences with fine breezes from S.W. Stearing for the light on Bermuda. At 3 P.M. took a Pilot. At 2 A.M. dropped anchor in the passage to St Georges. At 10 A.M. warped up to a Cable to anchor off the town in 7 fathoms water. Sent down topmasts and washed off decks. Capt on shore. So Ends

NBM #12526

Part for House Keeping

section.

an Boat
King State

© 44

33

10

Remarks on board the Scho. Palmyra

Sunday Nov 10th 1845

Left the harbor of Palmyra at 10 AM. The wind was light and variable. The sea was calm. At 1 PM we sighted the land of the Sandwich Islands. At 2 PM we were within 10 miles of the shore. At 3 PM we anchored in the harbor of the island of Palmyra. The harbor is a fine bay, with a good anchorage. The island is a low, flat, sandy island, with a few small trees and a few huts. The people are a friendly race, and we were well received. At 4 PM we went ashore, and saw many of the natives. They were all dressed in the same manner, with a loincloth and a headband. They were all very kind, and showed us many of their customs. At 5 PM we returned to the ship, and had a good dinner. At 6 PM we went to bed.

Monday Nov 11th 1845

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Robert
S. A.
y.
up to
me

Goods Bt for House Keeping At Auction.

1 Sugar Bowl		35	
3 Baking Plates	@ 44	12	
2 Rockingham Stone Pitchers	@ 154	30	
1 3 ^d Size. Meat Dish		30	
6 Britania Teaspoons	@ 34	18	
1 Cellery Dish		25	
1 Mustard Cup		6	
6 Glass Preserves Plate	@ 24	12	
1 Cake Dish		25	\$ 1 93
12 Breakfast Plates	@ 6½4	78	
6 Oyster D ^o	@ 4½4	27	
9 Glass Goblets	@ 1/-	1 50	
3 Tea Plates	@ 4½4	13½	
12 Soup Plates	@ 8½4	1 02	
1 Glass Preserve Dish		30	\$ 4 00½
3 Vegetables Dishes 5 th Size	@ 12½4	25	
12 Dining Plates 1 st "	@ 8½4	1 02	
2 Vegetables Dishes 6 th "	@ 104	20	
3 Plates 9 th "	@ 6½4	13	
1 D ^o 6 th "	" 184	18	
1 " 3 ^d "		49	
Amount Carried forward		2 27	\$ 8. 20½

Amt House Keeping Goods

Brought forward

\$ 8 02 1/2

1 Set French China Cups & Saucers		37 1/2	
1 " White Ware	Do.	37 1/2	
6 Glass Salts	@ 3 1/2 4	21	
2 Castles Silver Soap	@ 8 4	16	
1 Box Pumice	Do.	60	
6 Plated Tea Forks	@ 37 1/2 4	2 25	
6 Glass Salts	@ 3 1/2 4	21	
12 Plated Dining Forks	@ 35 4	4 20	
6 Do Tea Do	@ 37 1/2 4	2 25	10 63
Mooning Piano		1 00	
85 Elm St - Bat J. D. Kempston			
1 Wooden Chopping Tray, 1 Chopping Knife	}	34	
1 Wooden Bowl		45	
1 Clothes Horse		40	
1 Axe 1 Hatchet		30	
1 Wood Saw		3 25	
1 Cooking Range & fittings		25	6 32
Cash paid Jobbing			
1 Carpet Hamper		15	
8 Paper Carpet Tacks @ 5 4		40	
Paid Jobbing		25	
Paid Hing & Swan fitting Stove		75	
" Vincent & Edwards		50	
" Jobbing		50	2 55
Amt Carried forward			\$ 27 57 1/2

Am't Brought forward

\$ 27 59²

Bought at Auction, V. Ingram.

1 Corn Popper —————

10

1 Board Canvasail —————

15

1 Cloth Line & Reel —————

37²

1 Stone Jug —————

18

1 Straw Bed —————

1 12²

1. 93

1 Joint Stove pipe —————

35

2 Corn Brooms @ 33⁴ —————

66

Paid bringing Goods from Westport

2 10

" 1 Load Wood —————

2 80

" Sawing the Same —————

60

" 1 Ton Jackson Coal —————

6 25

" Getting in the Same —————

25

" 1 Box Pumice Soap —————

50

" Moving 1 Load Goods —————

87¹/₂

" " Piano —————

1 00

" Lot old Newspapers —————

6

" Stephen Ingersoll's Bill —————

6 00

" Bringing bed from Westport

50

\$ 21 84² = 21 84²

Am't Carried forward

\$ 51 30

Note Possession of rooms - 221
 County Street Apr 12, 1860

Amt House Keeping Goods for

1 Large Wash Tub		\$88	
1 Medium Do		75	
1 Rubbing board		20	
2 Tea Trays		2.57	
10 Yds Curtain Cord		75	
1 Load Wood		9.59	
1 Fire Pot		20	
4 Black Walnut Chairs @ 4.50		18 00	
1 Easy Chair		19 00	
1 Chamber Set		33 00	
1 Lounge		15 00	
1 Oak Dining Chair		1 90	
1 Do Tea Do		1 90	
1 Pair Ottomans		9 50	
1 Wharvet		7 50	
		<u>\$168.80</u>	

\$ 57 30

7 88

By 1 2 ^d hand Sofa	\$15.00		
" 1 " " Table	10.00	25 00	80 80
To Cutting off Childs Bedstead			20
		<u>\$140 18</u>	

And Rogers^d

140 18

Bot of Wm Knight

1 Extension Table	\$ 10 50	
1 Divan	10 00	
1 Ladies Chair	10 50	
1 Work Table	8 50	
1 Cricket	88	
1 Centre Table	10 50	\$50 88

Bot of Faite Hadly Co

49 ³ / ₈ Yds Carpet @ 112 ^r	55 55	
25 " Hemp " 254	6 25	
8 ¹ / ₂ Stair Carpet 70	5 95	\$67 75
		<hr/>
		\$258 81

And Carried forward

Amt Brought forward

\$ 358 81

Promiscuous

1 Oil Can	38
1 Picture Frame	75
1 Paper Stone Polish	6
1 Polishing Brush	30
1 Bristol Brick	8



October 1st. I have been five days
without an observation.

Can you tell me how many
light hours there are for 17th?

How long does it take to
travel from the coast of Africa to
the coast of Asia?

Is it possible to travel
from the coast of Africa to the coast of Asia?

How long does it take to travel
from the coast of Africa to the coast of Asia?

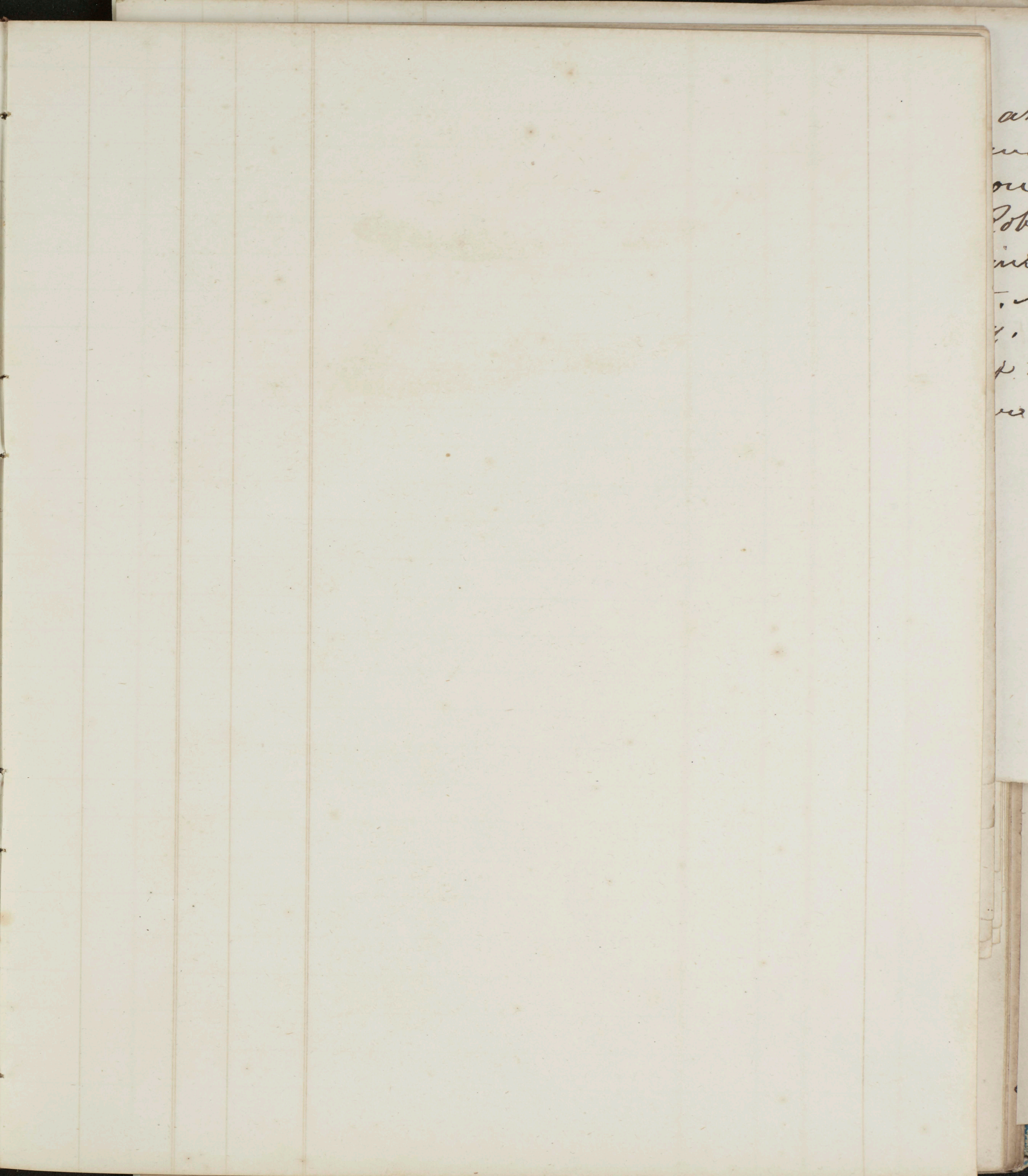
How long does it take to travel
from the coast of Africa to the coast of Asia?

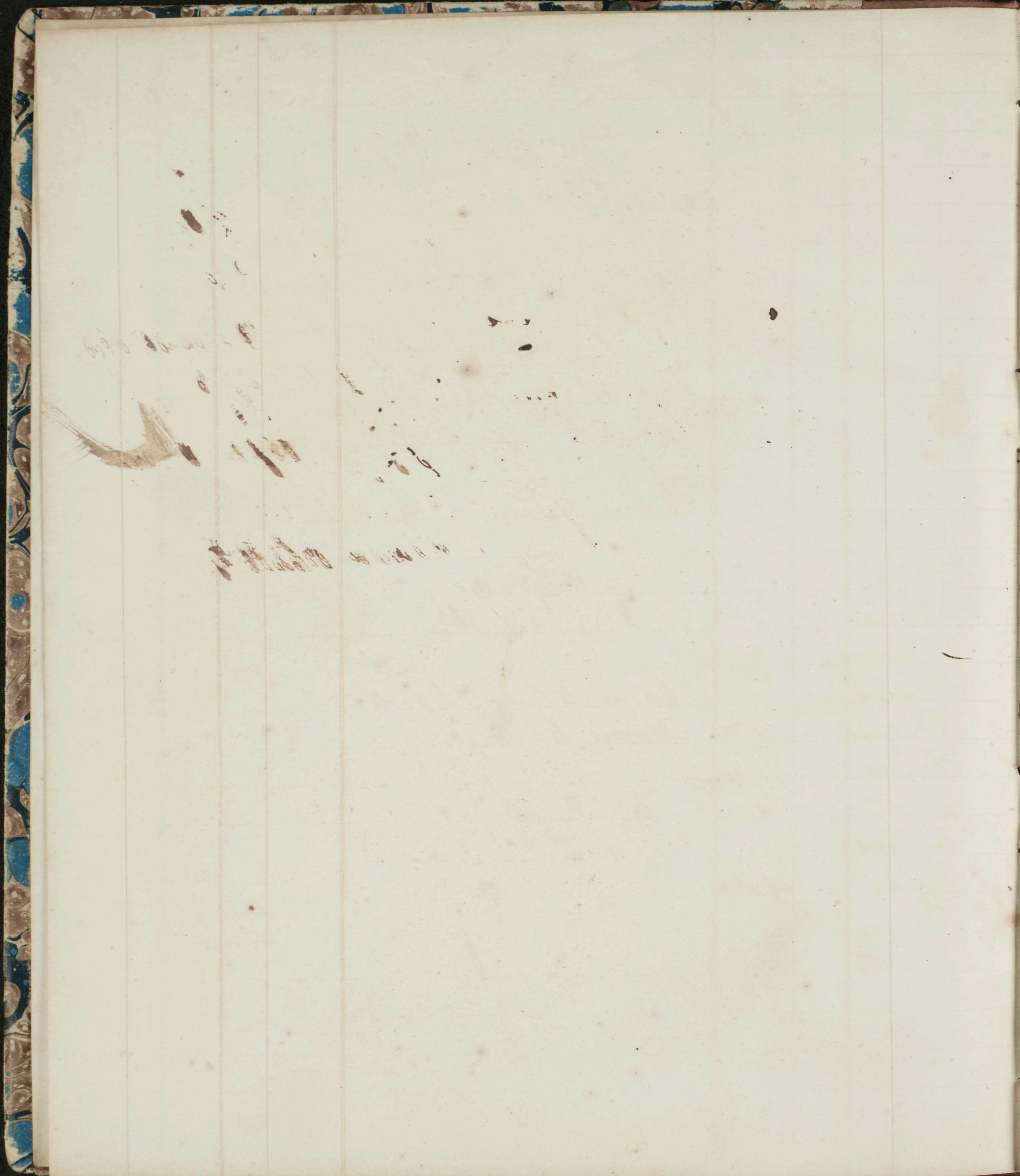
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from the coast of Africa to the coast of Asia?

How long does it take to travel
from the coast of Africa to the coast of Asia?

How long does it take to travel
from the coast of Africa to the coast of Asia?





Captain.

Sir.

I have been five days
without an observation.

Can you tell me how Barnagat
light bears & how far off?

How long since you left the
land?

Have you a coast chart?

B. A good girl Carrie.

Carrie Od. & good girl Carrie

Carrie

Carrie

Marrie

Marrie

David

David

Carrie. Clinton. David

Fannie

Fannie

Marrie & Henry

Louisa

Louisa

Fred

Edward

Carrie & Henry

Edward

H

Holder

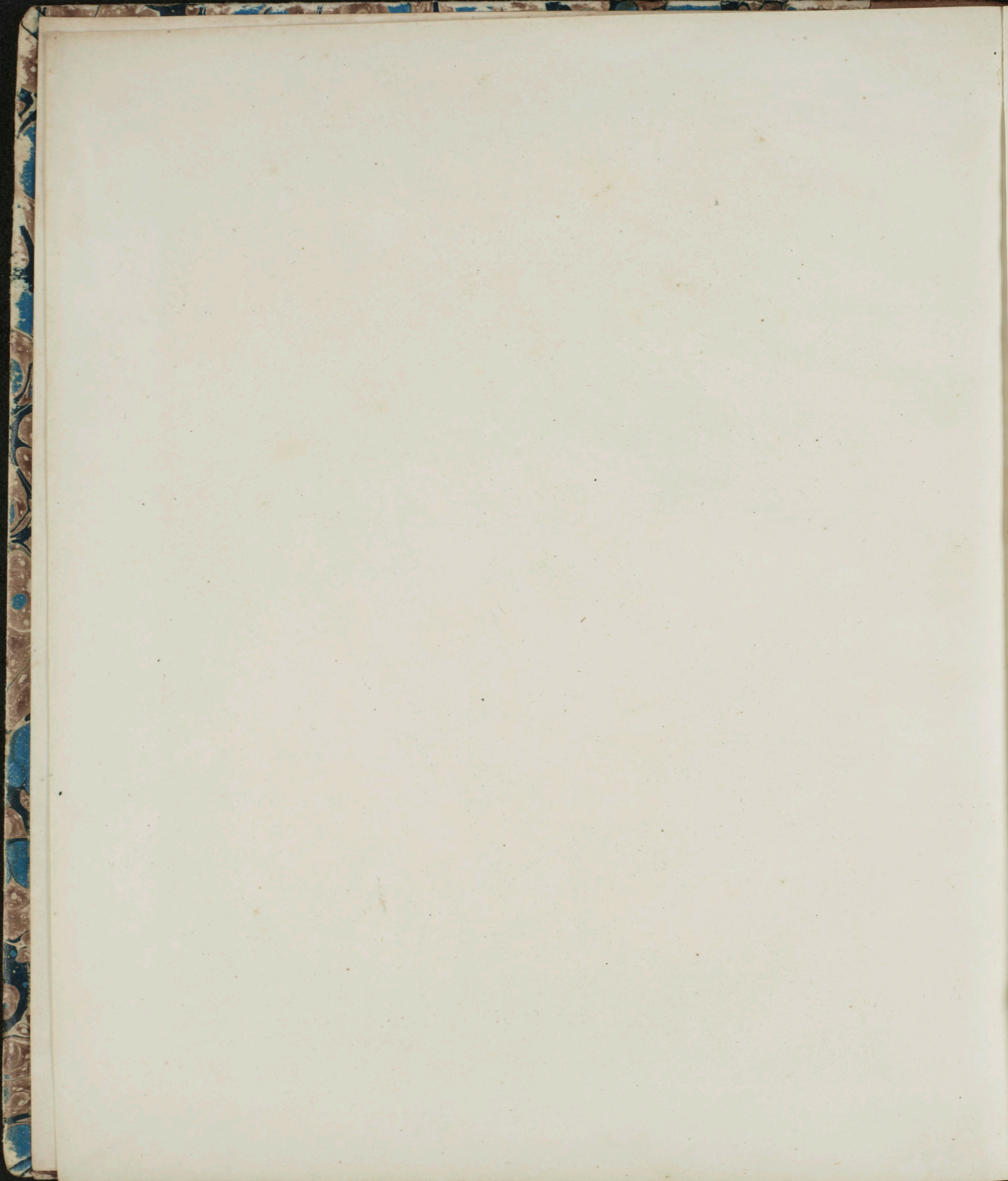
Holder

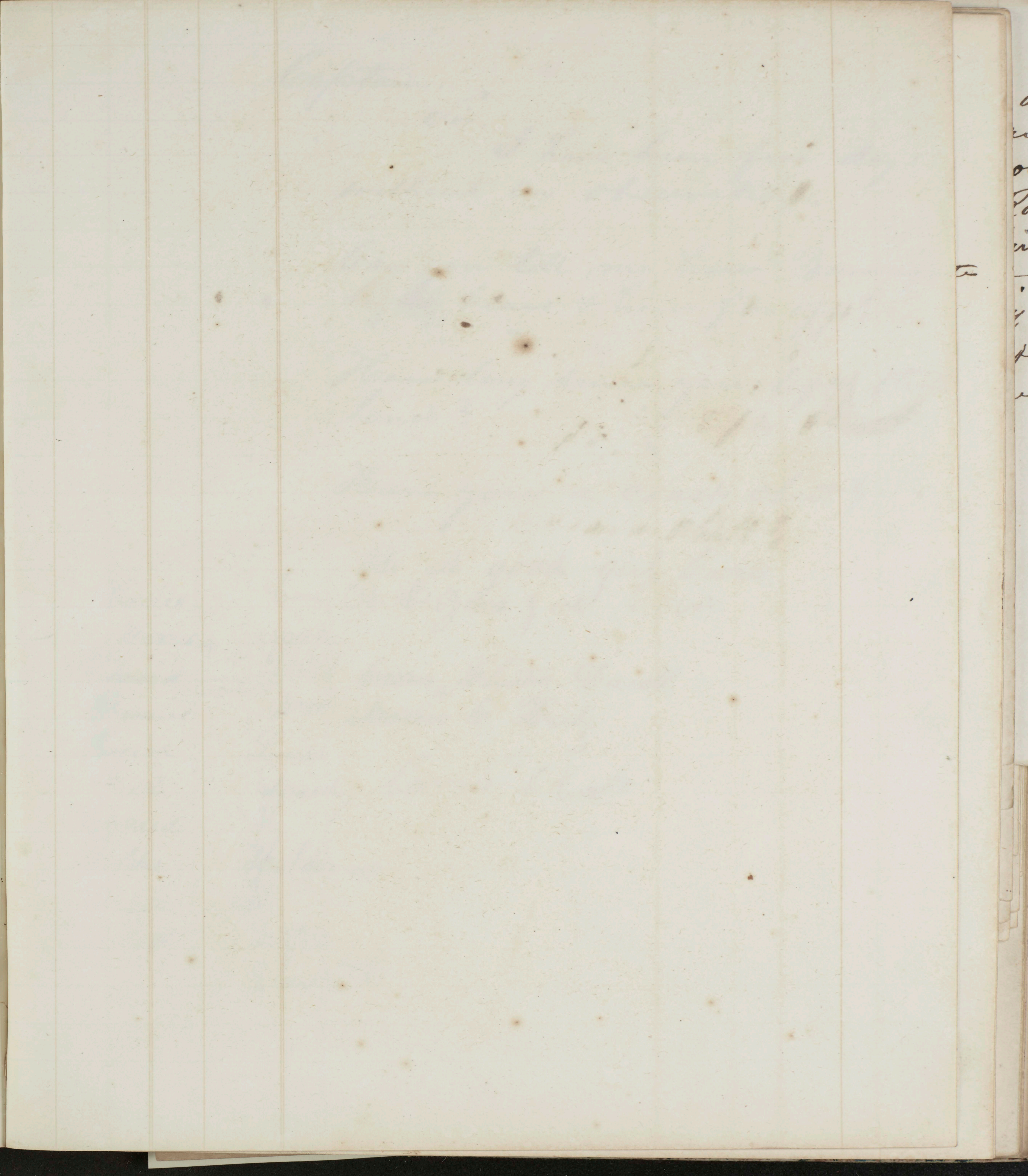
Lirrie

Elizabeth

Lirrie

Elizabeth





111

4. 4

1. 10

2. 24

3,681.50
1,524
5,22

12,09.80
4.50

16,59.80

386.50
12

7,73.00
3,865.00
38/46.38.00
1,54

1209.80
12

24,19.60
12098.00
30/145.17.60
4,50

